Harriman Investigation, Which

Resumes To-Day, Expected to

Disclose Scandals.

The Monetary Situation.

Even if the above mentioned de-pressing features would not exist, the money situation is against a real boom in securities. Wall Street could not find means to finance a bull movement of

going on in the market since January No early relief is expected. We can

No early relief is expected. We cannot expect to raise much money in Europe, where the situation is not better. South America, Egypt, China and India are drawing heavily on the financial resources of Europe. There is a world-wide expansion in business going on, and especially are the above named countries awakening and beginning to develop their enormous resources.

However, as most of our railroads have so far secured what new capital they need, and have decided to curtail their extension plans for the present, the United States will for a while cease to tax the monetary resources of home and abroad.

Little Inland Money in Wall , Street.

The Action of the Stock Market.

The Bears Have the Upper Hand.

Stock Brokers.

Geo T. King & Co

FINANCE ON TRIAL

MARKETS---FINANCIAL

WHEAT MARKET FEVERISH: COTTON PRICES UNSETTLED

CLOUD OVER WALL STREET AND BEARS ARE OPERATING

Foreign Grain Markets Have Been a Surprise on Account of Steadiness.

COTTON HAS BEEN ERRATIC

On Wednesday the w Low Record of the Season Was Reached.

NEW YORK, February 24,-Much irregularity prevailed in domestic wheat markets early in the past week, prices fluctuating spasmodically. These conditions created little surprise, because of the conflicting influences that prevailed. Temporarily at the outset there was a downward drift, which was caused principally by the unexpectedly large world's shipments and the resultant heavy increase in the quantity on passage. The fact that there were appreciable contributions from Russia and the Danublan region glso added to the depression. That Russia continues to export large quantities tends to make many traders incredulous respecting famine reports, but it should be borne in mind that part, if not all, of the wheat recently exported from Russia was bought several weeks ago. It must be confessed that there are many conservative merchants who have little, if any faith in Russian advices, because they have been found to be so inaccurate and misleading in the past.

Steadiness of Foreign Markets. ditions created little surprise, be-

Steadiness of Foreign Markets.

The heavy increase on passage quickly ceased to be a factor, mainly because European markets showed astonishing steadiness. Advices from Berlin show a rise of over ic. per bushel, which gave much encouragement to those buyers for the rise who had been principally influenced by the Russian famine news. It is claimed that stocks of wheat and rye in Berlin and other German markets have been reduced to an unusually low level, partly because of buying for Russian account. It is estimated that German importers will be compelled to buy wheat more freely in this country and also in Argentine. Buying in domestic marketo was stimulated by unseasonably warm weather in winter wheat territory, the mercury registering over 49 degrees in many places, and in some instances above 50 degrees.

As the temperature is taken by the government officials early in the morning, it is safe to say that it was much warmer at midday, and consequently the light snow-blanket rapidly disappeared.

Naturally, this could easily lead to Steadiness of Foreign Markets.

the light snow-blanket rapidly disappeared.
Naturally, this could easily lead to crop seares in the event of a sudden drop in the temperature. Demand was also accelerated in part by reports of less favorable prospects in India. Afterwards the market again turned weak, and especially in Chicago, where large houses, supposed to represent Wall Street traders, were heavy sellers. It was alleged that large professional Western operators took advantage of this opportunity to hammer the market vigorously. Suddenly the downward trend was checked by unusually active buying by exporters, who in a few hours took over 200 loads, or close to 2,000,000 bushels, which embraced not only a large amount of macaroni to arrive, but also fair quantities of Manitoba and No. 2 red and No. 2 hard winter, the latter in part via Gulf ports. It was claimed that Duluth had sold a round lot of regular spring wheat for export, the first in months.

Outlook for the Cotton Crop.

In months,

Outlook for the Cotton Crop.

There was fairly active trading in the cotton markets last week. The tone, however, was irregular and unsettled throughout, with fluctuations of a very creatic character. There was a decline of about 20 to 25 points in prices throughout the list of options, on a continuation of liquidating sales in the March option, and others closing out their interests and transferring it to May and only. There was also

rold at 2.02, May, 2.28; July, 2.35, and August, 9.37, all of which represents a new low record for the season. With the establishment of these prices the

the establishment of these prices the selling movement which had been in progress the past fortnight seemed to have run its course, and prices during the afternoon of that day gradually recovered about 5 points.

On Thursday there was a further recovery of 10 to 12 points additional, with the market finally leaving off steady at a net decline of about 5 points for the week. Active covering of shorts was the principal factor percipitating this rally. Those who had sold March cotton short early in the season against purchases at Liverpool on straddle operations for differences, have seen prices go nearly \$5 per bale in their

Alexander Cameron, John S. Ellett, Joseph M. Fourgurean,

John S. Ellett, President.

THE STOCK MARKET OF THE WEEK.

(From the New York Evening Post of Saturday.)

THE STOCK MARKET OF THE WEEK.

Railway and Miscellaneous Shares.

The following table shows the week's highest, lowest and closing prices, individual sales and not changes of all securities sold on the New York Stock Exchange this week. High and low prices are aslo given for the full year 1906 and for 1971

1966.

Weak coding February 21st. Net.

	1906.	PP 12:50 PR 1500 PR	67.	Wook a	nding F	obruary	21st. Net.	
	Low.	High.	Low	Sales.	High.	Low.	Close, ch.	
27%	16	1634	1814	Allis-Chalmers Co 1,125	15%	Low. 141/2 351/4	141/2- 1/4	Ē
67	40	43%	8444	Allis-Chalmers Co., pr 620	37	8514	30.7	ű
11894	92%	1214	1101/8	Allis-Chalmers Co., pr 620 Amalgamated Copper223,730	114%	1121/8	1121/2- 21/4	
47%	3234	4514	4114	Amer. Sar and Foundry., 5,113	44%	4314	43%- R	
105	981/2	103	1001/4	American Grass Twine 150	1031/4	1021/4	1021/4- 8/4	
1124	6248	75%	61/2	American Grass Twine 150	751/2	72%	731/2-11/2	
12014	10816	1111	10914	Amer. Locomotive 7,000 Amer. Locomotive, pr 100	11014	1100	1101/2	
1514	9%	10%	834		1101/3 93/4 441/4	914	914- 14	
6314	40	10%	4114	Amer. Steel Foun., pr 1,600	441/4	914	44	
157	12716	13755	12917	American Sugar 50,200	136%	133% 129½	133%- 134	
140	1281/2	131	1201/4	American Sugar, pr 300	130	12914	1291/2- 1/2	
109	96	9814	951/4	American Tobacco, pr 1,300	95	96	06 - 7	Ë
1101/2	85%	10814	9894	Atchison 59,60	104%	1021/4	102% - 21/A 99 - 3/a	
167%	12114	101%	98%	Atlantic Coast Line 2,000	99	11814	11814- 31	
12554	10654	122	11814	Baltimore and Ohlo 9,310	1144	11114	11156- 236	
9914	91	9454	1111/4	Dallimore and Ohio ne 200	91	1111/4	90% 23%	
6554	5114	66	4824	Chesapeake and Ohio 12,675	5314	50%	61 - 214	
83%	40%	5774	46	Colorado Fuel and Iron 14,100	531/6 495/4	1 4798	4776-2	
41	2914	2874	33	Colorado and Southern 2,100	36%	3514	3514-178	
73141	663.6	691/4	66	Col. and South., 1st pr 300	67%	671/2	67%	
76%	621/4	67	571/4	Erie, 2d pr	60%	60%	60%-13/2	
56 745%	43	681/2	5374	Col. and South., 2d pr 2,450	57%	74%	5644-114	
50%	61 3814	78 4414	32%	Erie 53,010	36%	34%	75% — 176 35 — 1%	
83	7434	7574	(2)	Erie, 1st pr 600	711/4	6374	35 - 1%	ă
76%	6214	67	5714	Erie 2d nr. 250	600	60%	60%-134	
348	178	189%	1611/2	Great Northern, pr 17.860	1711/4	1651/4	- 166 - 44	
85	70%	85	73	Erie, 2d pr	77	73	731414	
90	80	81	7956	International Paper, pr 309	803/4	80	804- %	
60	27	41	331/2	International Pump 30	34	34	34 -1	
16615	13514	1461/4	13214	Louisville and Nashville. 3,150	13616	133	133 214	
15614	126	13474	14114	Manhattan Tlevated 500 New York Central. 16,852 N. Y. Ont. and Western. 2,200 Norfolk and Western. 2,300	129%	1435a 126	14354- 78	
75.4%	4314	4834	4214	N V Ont and Western 2200	8674	8514	12614- 314 8514- 114	
975%	84	9214		Norfolk and Western 2300	8634	8516	2514- 114	
107	8714	89%	8017	North American 820	83	821/2	821/2- 1/8	
No	sale.	134	12914	Northern Pacific Rets 8.100	133%	131	131 - 214	
2321/5	17914	18914	149	Northern Pacific 27 100	1551/4	15114	162 - 274	
1471/2	1221/2	141%	12814	Pennsylvania Railroad210,100	1321/4	129	129% - 24%	
164 102	112	139%	1181/9		126%	119%	120% 51%	
4194	2214	4114	3214	Reading, 2d pr. 100 Republic I, and S. 4.85 Republic I, and S., pr. 1.24 Rest Labord 7500	90 26	8434	90	
11014	91 1	100	954	Republic I and S pr 1945	98%	93	241/4-17/8	
3264	221/4	3614	351%	Rock Island 7,800	25%	251/4	25%- 36	
6944	60	641/2	67%	Pools Island my 9700	594	58	58 - 1 69 - 1%	
971/2	681/4	77%	68	Sloss-Sheff. S. and L 2,910	7254	*6814	*69 - 134	
971/4	61	9644	9014	Sicss-Sheff, S. and I. 2,910 Southern Pacific 62,770 Southern Pacific pr. 525 Southern Pacific pr. 525 Southern Pacific pr. 341,240	944	921/2	92%- 25%	
12014	116	11816	116%	Southern Pacific, pr 535	11774	117%	117%+ 1/8 26%- %	
103	3154	9414	241/4	Southern Railroad 26,600	271/2	26	2698- 9A	
9914	90	97	2436	So. R. R., M. and O. etfs. 10)	150	150	160 - 5%	
166	129	162	150	Tennessee Coal and Iron 100	150	150	150 - 534	
195%	13844	183	16874	Tennessee Coal and Iron., 100 Union Pacific	1774	17114	172% 448	Ď
9914	311/2	94	20	Union Pacific, pr 1,700	901/2	901/4	901/2 3/2	
94	90%	8474	93	Union Pacific, pr 1,700 United Cigar Mfg., pr 500	93	92	93 - 1	
6014	38	6214	4716	United States Rubber 1.90	521/4	5114	5116-11/6	
115	104%	10014	104	U. S. Rubber, 1st pr 166 U. S. Rubber, 2d pr 160	107%	107%	107% - 28	
6014	3354	781/4 50%	74 42%	U. S. Rubber, 2d pr 100	761/2	761/2	16/2 1/2	
11314	9834	107%	104	United States Steel 202,950	10614	1444	45 - 1%	
58	31	29%	22	United States Steel, pr 13,925	3514	34%	104½- % 35	
93	38	97	77	VaCar. Chemical 1,100 Virginia Iron C. and C 400	8914	871/2	874- 35	ß
2614	18	184	16	Wabash 640	161/2	16	161/8- 34	Ü
53%	361/2	381/2	2915	Wabash, pr 3 200	23	2914	31 - 1%	1
*Ex-dividend. Total sales for the week, 2,957,000 shares.								
STATE OF THE PARTY OF				The state of the s				£

BOND MARKET OF THE WEEK.

ă	THE WELL TO		Rallway and Miscellaneous Bonds.			Electric Victoria
+		907.	Sales in			Net
t	High.	Low.	\$1,000.	ligh.	Low-	Close, ch.
ä	9234	91	7 American Cotton Oil 44s	92	92	92 + 1
	731/2	75	141 American Tobacco fours	7514	75	75 - 4
id	1104	108%	73 American Tobacco sixes	110%	11056	1104- 24
	1101/2	110%	1 American Tobacco sixes, reg	11014	1105	1104+1
)	954	9714	34 Atlantic Coast Line fours	9814	95	981/4
a	8346	00	2 Atlantic Coast Line, L. and N. fours	8814	8834	881/- %
ŝ	7579a	9134	65 Baltimore and Ohio prior lien 348	9334	93	93 - 17
ħ	16224	10114	82 Baltimore and Ohio gold fours	1014	10134	1014- 4
r.	96	96	10 B. and O., P., L. E. and W. Va. fours			
•2	90	\$914		8914	9514	9557— 14
Ņ	90%	100				
ŭ	111	10915		90%	9014	9014- 14
	89	89		1104	110	1104+ 34
ŧ,	104	10331		63	89	89 - 1/4
ι		104	3 Chesapeake and Ohio sixes, Serie A	104	104	104 + 14
1	1004		13 Chesapeake and Ohlo gen. 4/5s	1061/4	10414	10316+ 56
•		9914	2 C. and O., P. and A. first con, fours	100	100	100 + 1/2
6	79	80%	23 Colorado and Southern fours	9114	31	9116- 3/8
		75	1 Con. Tobacco fours	75	75	75
M	90	8614	54 Distillers' Securities fives	894	89	89 - 1
ð.	107%	10734	5 Georgia and Alabama con. fives	10714	10714	1071/2
g	10335	1031/4	6 Louisville and Ark. flyes	10314	1031/2	1031/2- 13/2
0	109	100	4 Louisville and Nashville col. tr. fives	100	109	109
28	101	160	10 Louisville and Nashville unt. fours	10014	100	100
4	58	97	10 Louisville and Nashville col. tr. fours	98	9736	9734- 36
t	124	12114	1 Mobile and Ohio new sixes	12374	12374	12374- 34 .
V.	10114	993	18 New York, Ontario and Western fours	10014	10014	10014
r	99%	9794	14 Norfolk and Western con. fours	9849	9814	9514
4	964a	901/4	5 Norfolk and Western divl. fours	961/8	9614	9616-116
,	911/2	893/4	2 N. and W., Pac. C. and C. fours	90%	2014	901/4+1
Ņ0	100%	951/4	173 Pennsylvania Railroad c. 31/48, 1912	95	9515	95%- 14
£.	25	92%	294 Pennsylvania Railroad 31/48, 1915	9334	23	9314- 14
	961/4	95	1 Pennsylvania Railroad 3½s, 1916	951/2	9516	951/4+ 1/4
	\$284	90%	6 Seaboard Air Line fours	80%	8036	951/4+ 1/4 80%- 1/4
	10045	100	1 Seaboard Air Line fives	100	100	100 - 14
7	35	9434	100 Southern Pacific rfg. fours	95	9494	94%- 14
•	\$934	881/2	2 Southern Pacific coll. tr. fours	8914	891/4	8914- 1/
ij	113%	11076	21 Southern Railroad con, fives	11144	11036	1107 - 116
M	116	1151/2	1 Southern Railway, Mem. div. 41/5	115%	11516	11514- 14
ð	95%	94	2 T. C. and I. gen. fives	95	95	96 +1
5	1061/2	105	1 T. C. and I. Birm. div. sixes	10614	10936	1051/4 1/6
1	11834	11644	1 Texas and Pacific first fives	118	118	118 - 14
ğΪ	103	10114	73 Union Pacific first fours	1011/2	101	1014- %
S	10134	100%	1 Union Pacific first fours, reg	1011/2	10114	1011/2+ 1
5	99	98%	11 VaCar. Chemical fives	99	89	99 + 4:
•il			10 Virginia, L. C. and C. fives	96	96	99 + 14
r	98	95	6 Virginia Midland gen, fives	111	111	
,	111	111	6 Virginia Midiand gen. nves	-	20.00	111 - 1/2

A. R. Elletson, Horace S. Hawes, Wm. M. Hill

Wm. M. Hill, Cashler.

COMMONWEALTH BANK

PAID UP CAPITAL \$100.000.00

Strong, Conservative and Progressive

GENERAL ACCOUNTS SOLICITED. H. L. DENOON, President. W. L. WALTERS, Cashier. GEORGE C. WALTERS, Vice-President.

The State Bank of Virignia

RICHMOND, VIRGINIA

DIRECTORS:
Granville G. Valentine,
James D. Crump,
J. L. Antrim,

OFFICERS

Julien H. Hill, Assistant Cashier,

This Bank offers patrons every modern facility in its Banking, Savings, Foreign Exchange and Safe Deposit departments.

12 North Ninth Street, Richmond, Va.

Paid on Certificates of Deposit and Savings Accounts

Ashland Notes.

serve the people.

Dr. S. C. Mitchell, professor of history at Richmond College, was the orator of the occasion, he spoke on "Washington's Contribution to Our Democracy." He said that the greatest thing that Washington gave the United States was his character, which stood out as the first real Democratic spirit of the country. His ideal of a Democracy embraced the supremacy of conscience, the brotherhood of man and a sympathy between man and man. He presented Washington as practising his ideals of a citizen in his quies way of teaching men his principles.

The exercises proved particularly interesting, and an appreciative audience greeted Dr. Mitchell.

Mr. Charles Fleming Cross mat with an unfortunate accident at his place in the country near here, by falling through the trap door of his barn, a few days ago, and injured two of his ribs seriously. He is confined to his home.

Mr. and Mrs. I. N. Vaughan have reerve the people.

Dr. S. C. Mitchell, professor of his-

1104 1-2 E. Main St., Richmond, Vg. STOCK BROKERS, FAST WIRES: \$2 PER SHARE MARGIN.

Mr. Robert A. Paine is on a visit to Asheville, N. C.

more prominently into market consid-erations and act as an offset to the statistics on the movement of the crop to date. Hence, the week closed with general sentiment less bearish than for some time, and quite a number of prominent interests inclined to take a more hopeful view of the market. Whether prices can be advanced to any extent will, however, depend largely upon whether the expected falling off in receipts is realized.

Ashland Notes.

ASHLAND, VA., February 24.—Public exercises of the Washington Literary Society, of Randolph-Macon College, were held in the society's hall last night. Dr. T. M. Jones, of the faculty, presided, and opened the meeting with a short address. Mr. W. L. Dolly, orator of the society, spoke on Washington, as the unselfish soldier, statesman and citizen. Mr. Dolly's address was well prepared and was listened to with marked attention. He dwelt upon the fact that Washington's public life was thrust upon him and in spite of his love of quiet he accepted position to serve the people.

There is very little money flowing back from the West and South to New York, as both of these sections can use all their available cash means to good advantage. The rate of interest West and South remains high, and the local banks employ their funds remuneratively at home. The Action of the Stock Market.
The belief, however, is prevailing that
most of the standard stocks have discounted to some extent the worst features of the situation, and that if they
should not improve they can hardly go
much lower, for they have almost
reached the low prices of 1903-1904. If
the market should rest for a while it
will only gain strength by it, and later
on, when crop news should become
favorable, enter a period of good recovery.

Mr. and Mrs. I. N. Vaughan have returned from their extended bridal tour to Cuba and Mexico, and are stopping at the Chesterfield Apartments in Rich-STOCK TICKER IN CUSTOMERS' ROOM.

Strangers visiting the city invited to make our office their headquarters and have mail and wires sent in our cure,

the market, and keep on selling stocks belonging to other people, expecting to buy back at lower levels. The short interest has become so large as to furnish the foundation of a substantial improvement should a good upward movement be inaugurated. All speculators talk lower prices, which shows on what side of the market they are, for their opinions are governed by their, engagements and not by impartial motives.

The Note Issues

City.

Railroads Have Brought on the

Railroads Have Brought on the Trouble—Money Is Tight and Relief Is Distant.

BY LOUIS GUENTHER, Editor of the Financial World.

NEW YORK CITY, February 24.—
The ontire financial world looks forward with intense interest to the resumption of the investigation of the Harriman lines by the interstate Commerce Commission, whilch begins February 25th. It feels that not alone the Harriman lines will be placed under the refentless searchtight of publicity, but that "high finance" will be on trial. The biggest men in American safinancial circles will go on the witness stand, not only E. H. Harriman, who has within a few years become the controlling power in American railroads, but also H. H. Rogers, considered at greent the brains of Standard Oil and its financial transactions; Mr. William (G. Rockefeller, whe has his eyes constantly on chances to make fortunes in the security market, and Mr. J. H. Schiff, the head of Kulin. Loeb & Company. The financies of the Harriman lines one of our greatest international banking firms.

During the last few years these menhave made the history of America's finance and railroading, as the house of J. P. Morgan & Company has actually laid low and confined itself to the development of the properties in which it is interested. Wall Street cannot will be found the results of the cooper companies of the control was securely reallized that the worst thing more sond the control was secured to day over the dangerous creases of a thought the firm of the copper stocks accurely realized that the worst thing more sond the copper stocks accurely a the day of the copper stocks accurely the day of the copper stocks accurely the day of the copper stocks accured the day of the copper stocks accured the day of the copper stocks accured to the copper stocks accured to the properties in which it is interested. Wall Street cannot have the firm of the properties in which it is interested. Wall Street cannot have the firm of the properties in which it is interested. Wall Street cannot have the firm of the

Stoner-Gochenour.

Railroad Presidents Feel Blue.

One by one, the presidents of the leading railroads are expressing gloomy views about the immediate outleek. Mr. William H. Truesdale, the president of the Delaware, Lackawanna & Western: Mr. J. J. Hill, the president of the Great Northern; Mr. Thayer, one of the vice-presidents of the Penn-Stoner—Gochenouir.

[Special 'o The Times-Dispatch.]
STAUNTON, VA., February 24.—Mr.
J. W. Stoner and Miss Katle Gochenour, of Augustia county, were married here Thursday by Rev. J. S. Baker.
The bride is a spater of Mr. S. D.
Gouchenour, of this city, nad has many friends here. They will make their home near New Hope. & Western; Mr. J. J. Hill, the president of the Great Northern; Mr. Thayer, one of the vice-presidents of the Pennsylvania; Mr. Stickner, the president of the Chicago & Great Western; Mr. Milton H. Smith, the president of the Louisville & Nashville; all of them in their public utterances, complain about the animosity of the public against railroads, charging that all will lead to serious results as it will not enable the railroads to execute their farreaching plans of improvements and extensions.

These plans will require millions, and money cannot be raised when deep-seated distrust and antagonism exist. But who is to blame for all this but the railroad managements themselves? Was it the public that has indulged in rebates, discriminations, stock-juggling or caused the many appailing railroad accidents? The railroads are reaping only what they have sown. Let them adopt a policy of publicity and take the public into their confidence by showing it that the railroads are run for the benefit of the people, and not for that of directors, many of whom have for years paid more attention to the stock market than to the railroad properties entrusted to them, and they will find out how easily distrust can be changed into confidence.

The Monetary Situation. CORONER'S JURY BRINGS

IN VERDICT OF SELF-DEFENSE KISSIMMEE, FLA., February 24.—
John Hughes, who shot and killed Irving Simpson here yesterday afterneon, was to-day discharged by the coroner's jury as justified.

Large Dam Will Be Built on Holston River Near Bluff

The Note Issues.

Several hundred million dellars on short-term notes have been marketed since beginning of the year, and the investing public has absorbed a great deal of it, as the rate of interest at which these railroad notes were is sued is an attractive one ranging from five per cent, to over six per cent. This explains the dropping tendency of many railroad bonds.

The public is selling four per cent, to explain the dropping tendency of many railroad bonds.

The public is selling four per cent, to explain the purpose of utilizing the water-power in the Holston River, near Briston from five per cent, to over six per cent. This explains the dropping tendency of many railroad bonds.

The Public is selling four per cent, is brought to Bristol for sale for light-railroad honds and reinvesting the proceeds in five per cent, and six per cent, railroad notes.

The Copper Stocks.

New Pier for Jamestown.

NORFOLK, VA., February 24.—H. B. Goodridge and J. W. Hough have contracted with John Monk, for the construction of another commercial pier to be operated in connection with the Jamestown Exposition travel. The pier will cost about \$40,000, and will extend 2,000 feet into Hampton Roads It is to be finished by April 25th, the day before the opening of the big show. New Pier for Jamestown.

Steamship Sumner Arrives. NORFOLK, VA., February 24.—The United States transport Summer pass-ed in Cape Henry from Havana at 3:30 o'clock this afternoon.

Auction Sales-This Day. TRUSTEE'S AUCTION SALE

OF
TACHED FRAME DWELLING,
WITH LARGE LOT AND USUAL
OUTBUILDINGS, IN BROOKLAND
PARK, ON GARLAND AVENUE,
NEAR BROOKLAND BOULEVARD,
NOW IN THE OCCUPANCY OF MR.
W. T. PRIDDY. DETACHED

In execution of a certain deed of trust of January 7, 1902, and duly remored in Henrico County Court in D. a B. 163 A, page 83, the undersigned, being required so to do by the beneficiary mentioned therein, will offer for sale at public auction, on the premises, on MONDAY, the 25th day of February, 1907, at 4:30 o'clock P. M., the real estate conveyed by said deed and described as Lots 24 and 26 in Block 16 of Brookland Park, having a frontage of sity feet and ruining back the usual dopth of lots in this division.

Terms: Cash as to cost and expenses of sale, any delinquent takes which may be due, and sufficient to pay off and discharge the balance due on hond secured by said deed, amounting to \$1.172.95; the balance at twolve months, for negotiable note with interest added and secured by trust deed.

The trustee, however, is authorized by the holder of len to state that in lieu of the terms above mentioned, should the purchaser so desire, a very liberal arrangement can be made as to the debt mentionets.

Steamboats.

Merchants and Miners

Transportation Co.'s BOSTON, MASS, and PROVIDENCE, R. I.
Steamers leave Norfolk for Boston Tuesday, Wednesday, Friday and Sunday, For
Providence, Monday, Thursday and Saturday
at 5 P. M. Passengers and freight taken for
all New England Points, Tickets on sale at
C. & O. Ry, and N. & W. Ry, offices, and
No. 819 East Main.

Amusements.

BIJOU All Next

MATINEES Tuesday, Thursday Saturday

THE BOY YOU ALL KNOW

HARRY CLAY



In an entertainment depicting incidents humorous and seusational in the life of one and morning going

"WILLIE LIVE" "The Boy Behind the

By CHARLES E. BLANEY.

15 Royal Guards of Japan 3 Gatling Guns

10 Geisha Girls 2 Carloads of Scenery

50 People in the Company

SKATING RINK,

LOWANDE & WILSON'S

Trick Ponies, Trick Dogs, Funny Clowns, Acrobats, Jugglers, Aerial Acts.

All the features of a one-ring circus. Matinees for ladies and children 5 P. M. daily. Admission, 5c. Night admission, 10c. MOVING PICTURES.

Railroads.

FOR BRISTOL R.F. & P. HICHMOND WEEDERTOKSBURG REPOTOMACHER REPOTOMACHE

TRAINS LEAVE RICHMOND — NORTH WARD.

5:20 A. M.—Daily—Byrd St. Through.
6:40 A. M.—Daily—Main St. Through.
6:40 A. M.—Daily—Main St. Through.
6:55 A. M.—Daily—Main St. Through.
A. —Daily—Main St. Through.
7:20 A. M.—Except Monday — Byrd St.
Through. All Pullman Cara.
Ashland
Accommodation.
8:40 A. M.—Daily—Byrd St. Through.
12:05 noon—Week Days—Byrd St. Through.
4:00 P. M.—Week Days—Byrd St. Freder12:05 noon—Week Days—Byrd St. Through.
6:20 P. M.—Daily—Main St. Through.
6:20 P. M.—Daily—Main St. Through.
8:20 P. M.—Daily—Byrd St. Through.
TRAINS ARRIVE RICHMOND — SOUTH—
WARD.
6:40 A. M.—Week Days—Byrd St. Through.
8:25 A. M.—Week Days—Byrd St. Through.
8:26 A. M.—Week Days—Byrd St. Through.
10:50 A. M.—Daily—Byrd St. Through.
10:50 A. M.—Week Days—Byrd St. Through.
10:50 A. M.—Week Days—Byrd St. Through.
10:50 P. M.—Daily—Byrd St. Through.
5:40 P. M.—Week Days—Byrd St. Through.
5:40 P. M.—Daily—Byrd St. Through.
5:40 P. M.—Daily—Byrd St. Through.
6:40 P. M.—Daily—Main St. Through

Richmond. 11:50 A. M. week days, and local accommodations.

Time of arrivals and departures and connections not guaranteed.

W. D. DUKE, C. W. CULP, W. P. TAYLOR, Asst. to Prest. Gen'l Supt. Traf. Mgr.

Southern Railway.

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published only as information, and are not guaranteed.

7:00 A. M.—Daily—Local for Charlotte.

11:15 A. M.—Daily—Local for Charlotte.

11:15 A. M.—Daily—Local for Charlotte.

11:16 A. M.—Daily—Local for Charlotte.

11:16 A. M.—Daily—Limited—Buffet Pullman to Atlanta, and Birmingham, New Orleans, Memphis, Chattanoga, and all the South. Through coach for Chase City, Oxford, Durham, and Raleigh.

5:00 P. M.—Ex. Sunday—Keyeville Local.

11:10 P. M.—Daily—Limited Pullman ready 9:30 P. M.—for all the South.

YORK RIVER LINE.

4:50 P. M.—Ex. Sunday—No. 15—To West Point—Connecting for Baitmore Mondays, Wednesdays, and Fridays.

2:15 P. M.—Monays, Wednesdays and Fridays.

2:15 P. M.—Monays, Wednesdays and Fridays.

TRAINS ARRIVE RICHMOND.

6:20 A. M. Ex. Sunday—No. 74—Local to West Point.

4:45 A. M.—Ex. Sunday—No. 14—Local Stations.

9:15 A. M.—From Charlotte, Raiolgh, Durham, Chase City, and Local Stations.

9:15 A. M.—No. 15—From Baitmore and West Point.

10:45 A. M.—No. 9—Wednesdays and Fridays.

5:15 P. M.—No. 78—From West Point and Local Stations.

C. W. WESTBURY, D. P. A...

5:15 F. M.—No. 78—From West Point an Local Stations.
C. W. WESTBURY, D. P. A.,
920 E Main St., Richmond, Va.
C. H. ACKERT, S. H. HARDWICK,
V.-P. and Gen. Mgr. Pass. Traf. Mgr.
W. H. TAYLOE, G. P. A.,
Washington, D. C.

NEWNOTOLK&Western
ONLY ALL-RAIL LINE TO NORFOLK.
Leave Byrd St. Station, Richmond, Daily.
In Effect Jan. 6, 1997.

M., 8:00 P M.
FOR LYNCHBURG, the WEST and the
SOUTHWEST: 9:00 A. M., 12:10 noon, 9:30
P. M. Pullman, Parlor and Sleeping Cars,
Cafe Dining Cars. Trains arrive daily from
Norfolk "11:40 A. M., "6:50 P. M., From the
West. 7:25 A. M., 2:05 P. M., 8:59 P. M.
Office, 833 E. Main St. 'Flyer: 2 hours, 30
minutes.

Gen'l Pass. Agent. Dist. Pass. Agent.

Chesapeake & Ohio Railway CINCINNATI, INDIANAPOLIS, ST. LOUIS, CHICAGO, LOUISVILLE, NASH-VILLE, MEMPHIS.

VILLE, MEMPHIS.

2:15 P. M. daily and 11:00 P. M. daily, except Saturday; 11:65 P. M. Saturdays.

WESTBOUND LOCAL TRAINS.

7:25 A. M. and 5:15 P. M. week days.

NEWPORT NEWS, NORFOLK AND OLD POINT.

8:00 A. M. and 4:00 P. — daily.

LOCAL FOR NEWPORT NEWS AND OLD FOINT.

7:25 A. M. and 5:00 P. M. daily.

JAMBS RIVER LINES.

10:20 A. M. daily 5:105 P. M. week days.

Arrive Main Line from West: *1:30 A. M.,

***:30 A. M. **21:45 P. M. **7:45 P. M. From East: *10:05 A. M., **21:45 P. M. *7:00 P. M.,

:00 P. M. James River: *:44 A. M.,

:00 P. M. James River: **:44 A. M.,

:00 P. M. James River: **:45 P. M. ***:55 P. M. **Daily. **Except Sunday. *8:00 P. M. James River: **8:40 A. *6:55 P. M. *Daily. **Except Sunday.

Richmond and Petersburg Electric Railway

Cars leave corner of Seventh and Perry Streets. Manchester, every hour (on the hour) from 6 A. M. to 10 P. M. Last car 12 midnight. Limited car, 5:45 P. M. daily, except Sunday
Cars leave Petersburg, foot of Sycamore Street, every hour from 6:35 A. M. to 10:35
P. M. Last car, 11:40 P. Mr. Limited car, 7:15 A. M. daily, except Sunday
All cars from Petersburg connecting Richmond cars.

Seaboard Air Line Railway.

SOUTHBOUND TRAINS SCHEDULED TO LEAVE RICHMOND DAILY: 9:10 A. M.—Local to Norlina, Raleigh, Charlotte, Wilmington. 2:20 P. M.—Sleepers and coaches, Savannah, Jacksonville and Florida Points. 9:43 P. M.—Solid Pullman train to St. Augustine, 10:50 P. M.—Sleepers and coaches, Atlanta, Birmingham, Memphis, Savannah, Jacksonville and Southwest, NORTHBOUND TRAINS SCHEDULED TO ARRIVE RICHMOND DAILY: 6:30 A. M., 6:52 A. M., 5:10 P. M., 5:55 P. M.

Steamboats.

OLD DOMINION STEAMSHIP CO.

Night Line for Norfolk. Leave Richmond every evening (foot Asi Street) at 7 P. M., stopping at Newport News on route. Fure, \$2,50 cas way; \$4,50 round trip, including statement barth; meals, foot other, Struct care to steamer's wharf.

FOR NEW YORK.

Via Night Line Steamers (except Saturday) making connection in Norfolk with Main Line Ship following day at 1 P. M. and Norfolk and Western Ry. at 9 A. M. and 3 P. M., and Chosapeake and Ohio Ry. at 9 A. M. and 4,00 P. M., making connection daily (except Sunday) at Norfolk with Main Line Shius sailing 7 P. M. Tickets, 808 12. Main Street, Richmond Transfer Co., 819 12. Main Street, The Jefferson, Murphy's Hotel.

V rginia Navigation Co.'s rginia Navigation Co.'s

JAMES RIVER DAY LINE!'

STEAMBER MOBJACK LEAVES
FROM OLD DOMINION WHARE
MONDAY, WEDNESDAY AND FRIDAY AT 7 A. M. for Norfolk, Portamouth, Old Point, Newport News. Claremont and James River landings, connecting
at Old Point for Washington, Baitimore and
the North. Staterooms reserved for the
hight at moderate prices. Electric cars
direct to the wharf. Fare, 1150 and 51.
Norfolk. Through Excursion Tickets an asis
at Richmond Transfor Co., \$19 E. Main
Street, 508 E. Main Street, or on wharf as
steamer. Round Trip, \$2.50.
Fright received for above-named places
and all points in Eastern Virginia, Norfa
Carolina and the East.

JOHN F. MAYER, Agent,
IRVIN WEISIGER, Gen'l Mgr.

Clyde Steamship Co

PHILADELP-IA.

RICHMOND AND OFFICE LINE.

Preight received and delivered daily at C.
O. Ry. Co. Depot, Seventeenth and Broad
treats. H. K. WOODPIN. Soliciting Agent,
lyde Line Wharf. 'Phone 510.